(b) if so, what action is proposed to be taken so that these documents are available for public inspection?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAM JETHMALANI): (a) Yes, Sir.

(b) In order to speed up the registration of documents, computerisation of office of ROCs has been taken up. An on-line registration system has been introduced under which documents are being registered on day-to-day basis and are being made available to public for inspection.

A special drive has also been launched from 1st May, 2000 to clear the pendency at an early date.

Alternative to Board for Industrial and Financial Reconstruction

†*704. SHRI BALWANT SINGH RAMOOWALIA:
DR. D. MASTHAN:

Will the Minister of FINANCE be pleased to state:

(a) whether Government are considering to make an alternative arrangement for the 'Board for Industrial and Financial Reconstruction';

(b) if so, the reasons therefor;

(c) whether Government have considered and outlines of the new arrangement as an alternative thereof; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI BALASAHEB V KHE PATIL): (a) and (b) The functioning and efficacy of the Board for Industrial and Financial Reconstruction (BIFR), which was set up under the Sick Industrial Companies (Special Provisions) Act, 1985 (SICA), has been under active review of the Government. In view of certain deficiencies and problems in the functioning of the BIFR, Government had introduced a Bill in the Parliament in May 1997 to amend the SICA. These deficiencies and problem areas include, *inter alia,* restrictive definition of sickness and belated cognisance of sickness, slow and ineffeitive intervention, excessive protection to sick industries, long time taken in disposal of cases, misuse of certain provisions of SICA by some promoters.

†Original notice of the question was received in Hindi.

(c) and (d) The Government is considering different alternatives in view of the problems encountered in the functioning of BIFR. The alternatives include amendments in SICA, repeal of SICA and evolving a new system of Corporate Debt Restructuring to be operated by Financial Institutions and Banks with a debt restructuring and rehabilitation strategy and mechanism. A final decision in the matter is yet to be taken.

Cost-Analysis study on AI and IA

*707. SHRI RAMDAS AGARWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Air India and Indian Airlines have so far made any comparative study of the cost of working in other world reputed public or private airlines who are earning huge profits;

(b) whether the Ministry of Civil Aviation has so far been able to identify as to why AI and IA are losing every year; and

(c) what efforts Government have so far made to make them more profit-earning organisations?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Yes, Sir.

(b) Indian Airlines has started making profits since 1997-98. Indian Airlines which was a profit making company for many years started incurring losses from the year 1989-90 due to the reasons beyond its control. Some of these reasons were:—

(i) The grounding of Airbus A-320 fleet for a period of 9 months and their phased re-induction thereafter resulting in a loss of Rs. 200 crores.

(ii) The merger of Vayudoot which had an accumulated loss of around Rs. 200 crores and annual loss of Rs. 15 crores. Of the 1300 Vayudoot employees around one thousand employees have been absorbed in Indian Arilines.

(iii) Initial effect of domestic deregulation.In Air India, the losses are due to increase in expenditure on account of interest and depreciation on new aircraft, reduction in yield due to increased discounting in the market and cost of operations, increase in wage bill and other staff costs and landing, handling and navigational charges, depreciation of rupee value, etc.